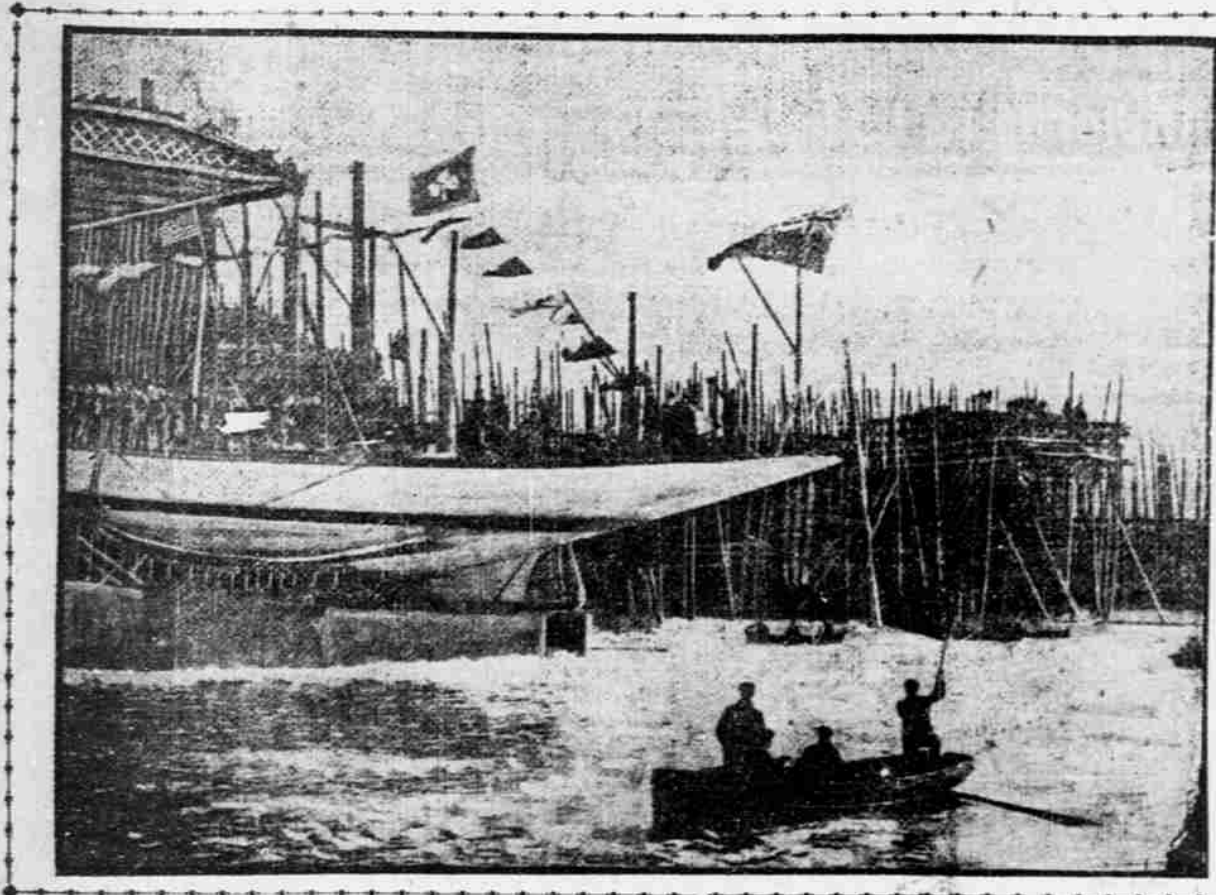


SIR THOMAS LIPTON'S NEW CUP CHALLENGER.



SHAMROCK III. The latest challenger for the American Cup, about to be launched at Dumbarton on the Clyde.

The Shamrock III, about to take her maiden dip at Dumbarton on the Clyde, Sir Thomas Lipton's new challenger for the America's Cup, is shown in the picture. The new English racer, it is reported, will carry a pure silk sailmaker, the first of its kind in racing history.

Cabled reports of the new Shamrock represent her to be much faster on paper than her predecessor, Shamrock II. The new English racer, it is reported, will carry a pure silk sailmaker, the first of its kind in racing history.

It has been learned on good authority that there is a possibility that the Shamrock may not be chosen to defend the cup against the Shamrock III, but that the honor may be given to the 1901 boat, the Constitution.

SHAMROCK III MAKES FAST TIME ON TRIAL

Challenger Turns Quickly Without Losing Headway, Owing to Change in Design.

SQUALLS GIVE BOAT TROUBLE.

In Fair Wind, With Conditions Even, New Yacht Easily Beats the Shamrock I in Tests at Gourock, Scotland.

Gourock, Scotland, March 31.—The Shamrock III had a trial run to-day and showed herself superior to the Shamrock I on all the points of sailing on which she was tested.

The yacht was out five hours and experts expressed the opinion that the new boat demonstrated that in fine weather she is by far the fastest challenger yet sent out.

The trial was entirely in light winds and smooth water, but under these conditions the challenger beat the Shamrock I as the latter never before was beaten on either side of the Atlantic.

The challenger was the first to leave her moorings and took the picture of a racer as she headed off shore. Out in Gourock Bay the wind was so light that the motion was more drifting than sailing.

The Shamrock III slipped through the water without leaving a ripple and carried her head well up. The first time the challenger broke track it was apparent that by shortening her fin designer Phipps had produced a boat which was fast on her feet, even compared with cup racers.

She carried her way right through turning and was off on her new course while the older boat was still heaving to. The Shamrock III was fast on her feet, even compared with cup racers.

The Shamrock III went off over a mile ahead and a quarter of a mile further on the both boats and a squall was laid down the channel. The two yachts were close-hauled while crossing the mouths of Holy Loch and Loch Long and the wind was squally and uncertain.

They both sailed faster as they both got a better breeze, and the challenger showed herself to be a little faster in squalls, but she sailed with her lee rail just clear of the water.

GAINS STEADILY. She traveled fast and closed steadily upon the Shamrock I. Under the new conditions the challenger was fast and fairly fresh, and the yachts went down channel on what looked like real racing tests, in which the Shamrock III's greater speed was demonstrated.

Sailing in the same water and no better served by the wind, the challenger pulled up on her rival like hauling in a rope, and the boats fetched down channel until, off Wemyss Bay the Shamrock III lay better to the wind and sailed faster.

In this eighth mile she had closed on the Shamrock I by fully a mile and at the same time had gained quite a quarter of a mile further to windward. Experts consider this performance alone sufficient to stamp the Shamrock III as being, under the conditions prevailing to-day, by far the fastest racer built on this side of the Atlantic.

The wind fell early in the afternoon, as the yachts reached out of Rothesay Bay and along the coast the Shamrock I at that time was nearer holding the challenger than on any other point of sailing. The Shamrock III, however, still proved the better boat and gained a little.

The Shamrock III sailed away and ran across the Firth for the Cambray shore, with little difference in their relative positions. Off Cambray the boats, by arrangement, rejoined one another and started afresh on a long turn to windward and back toward the Rothesay shore. This was considered a crucial test, and it would have been more satisfactory if there had been more wind. But as it was the Shamrock III behaved excellently, going faster and always holding the better wind than the older boat.

At the close of the windward work a turn was made south to Rothesay Bay. The Shamrock I was again allowed to go ahead half a dozen lengths, after which the challenger started in pursuit and with the boat reaching free in the same water and with the wind practically affording them level conditions, she not only rapidly overhauled her opponent on this board, but passed wide to windward, and in an easy reach of about five miles gained a lead of quite a quarter of a mile. Off Cloch Point the challenger dropped her stays, thus finishing the trial.

DRYDEN MADE HIGH SCORE. Ninth District patrolmen practiced at the police range yesterday with Policeman Dryden finishing in first place after scoring a total of 115.

He will be one of the men to contest for final honors when the department medal is hung up.

Other scores made in the course of the afternoon were far below Dryden's. Marks made in detail were: Hill, 74; Collier, 62.

OLD MAN REPORTED MISSING. Charles Helms, 79 years old, was yesterday reported missing from No. 1315 South Thirtieth street, where he lives with his son, Frank Helms.

YOUTH CHARGED WITH LARCENY. James Robinson, 17 years old, who says his home is at No. 712 Hemphill street, and Joseph Nitz, 14, of No. 291 Brooklyn street, were arrested yesterday, having in their possession a 98-pound sack of sugar, which, it is charged, was taken from a freight car of the Merchants' Terminal Railroad at Tyler street. William Leach, private watchman of the railroad company, will supply this morning for a warrant charging larceny and larceny.

OLD MAN REPORTED MISSING. Charles Helms, 79 years old, was yesterday reported missing from No. 1315 South Thirtieth street, where he lives with his son, Frank Helms.

YOUTH CHARGED WITH LARCENY. James Robinson, 17 years old, who says his home is at No. 712 Hemphill street, and Joseph Nitz, 14, of No. 291 Brooklyn street, were arrested yesterday, having in their possession a 98-pound sack of sugar, which, it is charged, was taken from a freight car of the Merchants' Terminal Railroad at Tyler street. William Leach, private watchman of the railroad company, will supply this morning for a warrant charging larceny and larceny.

OLD MAN REPORTED MISSING. Charles Helms, 79 years old, was yesterday reported missing from No. 1315 South Thirtieth street, where he lives with his son, Frank Helms.

YOUTH CHARGED WITH LARCENY. James Robinson, 17 years old, who says his home is at No. 712 Hemphill street, and Joseph Nitz, 14, of No. 291 Brooklyn street, were arrested yesterday, having in their possession a 98-pound sack of sugar, which, it is charged, was taken from a freight car of the Merchants' Terminal Railroad at Tyler street. William Leach, private watchman of the railroad company, will supply this morning for a warrant charging larceny and larceny.

OLD MAN REPORTED MISSING. Charles Helms, 79 years old, was yesterday reported missing from No. 1315 South Thirtieth street, where he lives with his son, Frank Helms.

YOUTH CHARGED WITH LARCENY. James Robinson, 17 years old, who says his home is at No. 712 Hemphill street, and Joseph Nitz, 14, of No. 291 Brooklyn street, were arrested yesterday, having in their possession a 98-pound sack of sugar, which, it is charged, was taken from a freight car of the Merchants' Terminal Railroad at Tyler street. William Leach, private watchman of the railroad company, will supply this morning for a warrant charging larceny and larceny.

OLD MAN REPORTED MISSING. Charles Helms, 79 years old, was yesterday reported missing from No. 1315 South Thirtieth street, where he lives with his son, Frank Helms.

YOUTH CHARGED WITH LARCENY. James Robinson, 17 years old, who says his home is at No. 712 Hemphill street, and Joseph Nitz, 14, of No. 291 Brooklyn street, were arrested yesterday, having in their possession a 98-pound sack of sugar, which, it is charged, was taken from a freight car of the Merchants' Terminal Railroad at Tyler street. William Leach, private watchman of the railroad company, will supply this morning for a warrant charging larceny and larceny.

OLD MAN REPORTED MISSING. Charles Helms, 79 years old, was yesterday reported missing from No. 1315 South Thirtieth street, where he lives with his son, Frank Helms.

YOUTH CHARGED WITH LARCENY. James Robinson, 17 years old, who says his home is at No. 712 Hemphill street, and Joseph Nitz, 14, of No. 291 Brooklyn street, were arrested yesterday, having in their possession a 98-pound sack of sugar, which, it is charged, was taken from a freight car of the Merchants' Terminal Railroad at Tyler street. William Leach, private watchman of the railroad company, will supply this morning for a warrant charging larceny and larceny.

OLD MAN REPORTED MISSING. Charles Helms, 79 years old, was yesterday reported missing from No. 1315 South Thirtieth street, where he lives with his son, Frank Helms.

YOUTH CHARGED WITH LARCENY. James Robinson, 17 years old, who says his home is at No. 712 Hemphill street, and Joseph Nitz, 14, of No. 291 Brooklyn street, were arrested yesterday, having in their possession a 98-pound sack of sugar, which, it is charged, was taken from a freight car of the Merchants' Terminal Railroad at Tyler street. William Leach, private watchman of the railroad company, will supply this morning for a warrant charging larceny and larceny.

OLD MAN REPORTED MISSING. Charles Helms, 79 years old, was yesterday reported missing from No. 1315 South Thirtieth street, where he lives with his son, Frank Helms.

YOUTH CHARGED WITH LARCENY. James Robinson, 17 years old, who says his home is at No. 712 Hemphill street, and Joseph Nitz, 14, of No. 291 Brooklyn street, were arrested yesterday, having in their possession a 98-pound sack of sugar, which, it is charged, was taken from a freight car of the Merchants' Terminal Railroad at Tyler street. William Leach, private watchman of the railroad company, will supply this morning for a warrant charging larceny and larceny.

OLD MAN REPORTED MISSING. Charles Helms, 79 years old, was yesterday reported missing from No. 1315 South Thirtieth street, where he lives with his son, Frank Helms.

YOUTH CHARGED WITH LARCENY. James Robinson, 17 years old, who says his home is at No. 712 Hemphill street, and Joseph Nitz, 14, of No. 291 Brooklyn street, were arrested yesterday, having in their possession a 98-pound sack of sugar, which, it is charged, was taken from a freight car of the Merchants' Terminal Railroad at Tyler street. William Leach, private watchman of the railroad company, will supply this morning for a warrant charging larceny and larceny.

OLD MAN REPORTED MISSING. Charles Helms, 79 years old, was yesterday reported missing from No. 1315 South Thirtieth street, where he lives with his son, Frank Helms.

HARBOR BOAT "MARK TWAIN" DONS NEW DRESS AND PREPARES TO MEET MONITOR ARKANSAS.



Harbor boat Mark Twain, as she appears at the foot of Chestnut street, remodeled and repainted, preparing for the voyage down the river to meet the Arkansas.

The harbor boat, "Mark Twain," looking as clean as one of Uncle Sam's bright new silver dollars, is moored at the foot of Chestnut street, being prepared for a voyage down the river.

The part "Mark Twain" will play in the dedication of the World's Fair is by no means an unimportant one. The trip down the river bestows somewhat of an honor, not only on the harbor boat, but upon the distinguished Missourian for whom the vessel was named.

The harbor boat has been assigned to meet the United States monitor Arkansas, which will be one of the features of the dedication ceremonies.

The harbor boat, which is present moored until the Arkansas is within fifty miles of St. Louis.

The "Mark Twain," with its new dress, does not appear like the harbor boat of old.

The whole exterior has been given a coat of white summer winds may do so without of immaculate white paint, and, with the green-painted lifeboats suspended on either side, presents a more attractive appearance than any boat on the river.

The name "Mark Twain" has been painted in large letters on the stern of the boat, also on the sides of the pilot-house. One standing on the Illinois shore could easily tell that "Mark Twain" was "tied up" to Missouri. There is no mistaking the name, which stands out boldly in large black letters.

In addition to the exterior improvements there have been many changes in the cabin and the interior. The cabin has been refitted and refurnished throughout and apartments for ladies have been added.

Then, to add to the comfort of the boat when on deck on a sunny day, the roof over the fore and aft has been extended so that those who wish to sit on the hurricane deck and enjoy the gentle sephyrs of the

To-day final arrangements will be made for the boat's trip down the river. Supplies of every character will be placed on board and everything will be perfected for the comfort of those who will accompany the boat on its trip.

"Mark Twain" will carry on its trip a committee of citizens and officials of the city and Exposition Company. This committee has not yet been selected, but in all probability will be some time this week.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

Commander A. C. Baker, U. S. N., Assistant Chief of the Department of Transportation Exhibits, yesterday wired Commander Charles E. Vreeland of the Arkansas, asking him to send his itinerary, so that it will be known at what places the boat will stop after leaving Memphis. The two commanders are old classmates.

BOYS ARRESTED ON A CHARGE OF RIFLING A MAIL POUCH.

Emmett Aids and Thomas Gibson Will Be Taken Back to Chickasha, I. T., To Answer Serious Charge—They Are Well Connected and Declare Their Innocence.



EMMETT AIDS. Youths arrested by Deputy United States Marshal on a charge of robbing a mail pouch in Chickasha, I. T.

Emmett Aids, 15 years old, and Thomas Gibson, 15 years old, were arrested yesterday by Deputy United States Marshal Watson on a charge of robbing the United States mail.

The arrests were made at the instance of G. W. Sorenson, Post-Office Inspector of Chickasha, I. T., who said the lads were wanted in that place to answer an indictment found against them by the Federal Grand Jury for rifling a mail pouch, which had been thrown off a mail car by the mail clerks on February 5.

Immediately after the robbery the boys left Chickasha, coming to St. Louis. Aids secured employment with the Western Union Telegraph Company, and Gibson

was tending the soda fountain in the drug store at the southeast corner of Eighteenth and Washington avenues. They had a room at No. 394 North Channing avenue. Aids was arrested in the room and Gibson was taken from the drug store.

The prisoners were arraigned before United States Commissioner Gray, who held them in \$500 bond. They will be taken back to Chickasha to-morrow to stand trial.

The prisoners deny guilt of the charge against them. Aids' father is president of a cotton-seed oil mill in Chickasha, and Gibson's uncle is a ranch owner near Wagoner, I. T. They say they left Chickasha on February 5 to come to St. Louis, and the robbery occurred three days later. They claim that they were preparing to go back home this week. They say they will have no trouble disproving the charge against them.

FIVE MEN KILLED IN MINE EXPLOSION

Four Others Are Fatally Wounded and Several Slightly Injured at Sandoval, Ill.

FAULTY BLAST THE CAUSE.

Coal Dust Ignites in Shaft and Bursts With Fearful Fury, Wreaking Destruction and Slaughter.

REPUBLIC SPECIAL.

Sandoval, Ill., March 31.—Five men were killed outright and four were fatally injured by an explosion in the coal mine here shortly after noon to-day.

The dead: FRANK DEIRO, L. F. LAMAY, DOMINIC BARLOTTTO, JOHN GACHENIS, JOSEPH BEANCA.

The fatally injured: HENRY WHEZLER, HENRY WHEZLER, CHARLES LEWIS, WILLIAM McFADDEN.

Frank Day also was severely burned and bruised, but he is expected to recover.

Three of the five dead men had families who were dependent upon them for the subsistence of life.

All work in the mine was ordered suspended at noon to-day and nearly all of the men had left the shaft, but about fifty strangers were still below when the catastrophe came.

It is customary to fire off the blasts while the miners are at dinner or while the shafts are clear of men. So when the miners had come out to-day the shot-firers began their work.

The half hundred men were still below when the fatal shot was fired.

It is supposed that the explosion was due to a "windy shot" which ignited the coal dust in the air. A "windy shot" is a blast which shoots straight out the drill-hole, like a "razing" fire croaker, instead of bursting the rock or coal bank.

When the coal dust is ignited it explodes just like gas and so it was in this case.

All of the men in close proximity of the blast were severely burned wherever their skin was exposed, and cut and bruised by the flying coal.

Immediately after the explosion all of the miners who had escaped were immediately raised to the top of the shaft, else many would have been suffocated. Several were slightly injured.

The Coroner has been notified and he will make a rigid investigation at the instant which is set for to-morrow morning.

FIRE BREAKS OUT. Fire broke out in the mine immediately after the disaster, and only the strenuous efforts of the entire working force succeeded in saving the mine.

The Sandoval Mining Company, of which T. S. Marshall of Salem is the chief stockholder, has recently undergone a series of misfortunes. A short time ago fire caused \$10,000 damage in the mine.

The scene at the mine a short time after the explosion was heartrending as the relatives of the dead men gathered in the shaft waiting for the Relief Committee, which went to bring up the remains of the unfortunate.

The loss to the company cannot be fully stated, owing to the fact that no estimate can be made because of the gas and fire in the mine.

WOLVES DEVOUR FATHER: MOTHER AND BABE ESCAPE.

St. Petersburg, March 31.—A man and his wife, who left their native village near Vitebsk a few days ago to have their baby baptized at the nearest church, were set upon by twelve wolves.

The man ordered his wife to throw the baby to the wolves. She refused and he attempted to tear the child from her arms.

In the scuffle the mother fell out of the sleigh with the baby and they rolled, unnoticed by the wolves, into a ditch. The wolves kept up the pursuit and overtook and devoured the man and his horses.

The mother and the baby escaped.

GREENEY, COLO.—As the result of drinking poisoned whiskey L. T. Price, an old resident of Greeley, is dead. John Taka is lying at death's door, and Al Grossnickel is in a serious condition. Magnus Olson, who furnished the whiskey, is missing.

KENTUCKY'S BUILDING AT THE WORLD'S FAIR



"NEW KENTUCKY HOME" FOR WORLD'S FAIR.

The "New Kentucky Home" at the World's Fair will cover an area of 128 by 106 feet, including porches and verandas. The structure, proper, is to be 37 by 62 feet. There will be entrances on four sides. Sculpture groups, symbolical of mines, forestry, manufacture and agriculture and horticulture will embellish the exterior walls.

The feature of the interior will be the large reception hall, 26 by 60 feet, with a hardwood floor. In the floor will be a mosaic centerpiece about 35 feet square, showing the counties of Kentucky, in different

colored marbles. A border design will give this a rug effect.

Lafayette will have a monopoly of the second floor, with the exception that the rooms will be arranged at one end so that they can be used as one large ballroom.

Over the large reception hall will be a third floor, level with the roof of the second story. A small space on this floor will be reserved for a serving room.

BABY'S PLUNGE FROM PORCH.

Falls Eighteen Feet to Pavement and Is Only Slightly Hurt.

Julia Eckhoff, 2 years old, fell eighteen feet from the rear porch at her parents' home, No. 231 Mallinckrodt street, at 3 o'clock yesterday afternoon, striking upon the pavement and sustaining serious injury.

Doctor Schaub of No. 232 Salisbury street was called, and after treating the child, announced that it only suffered an injury to the hip. The baby was leaving over the banisters in play, when it fell.

Express Driver Seriously Hurt. Thomas Murphy, a driver of the Pacific Express Company, who lives at No. 224 Clark avenue, was thrown from his wagon at Tenth and Pine streets about 6 o'clock last night and seriously hurt. The accident was caused by the team attempting to run away. The horses were stopped by E. D. Oregret of No. 112 North Fifth street, who took Murphy to the City Dispensary, where Doctor Henckler pronounced the man's collar bone fractured, besides other injuries.

AGREEMENTS IN EFFECT TO-DAY.

Miners Will Gain Millions Over Old Scale.

Indianapolis, Ind., March 31.—The new wage agreement between the bituminous coal miners and operators went into effect in nearly twenty States today. The 1902 agreement will continue in Tennessee, Alabama and several other Western and Southern States until June or July.

Figures compiled by Secretary Wilson show that the bituminous miners, as a result of the National and State conventions,